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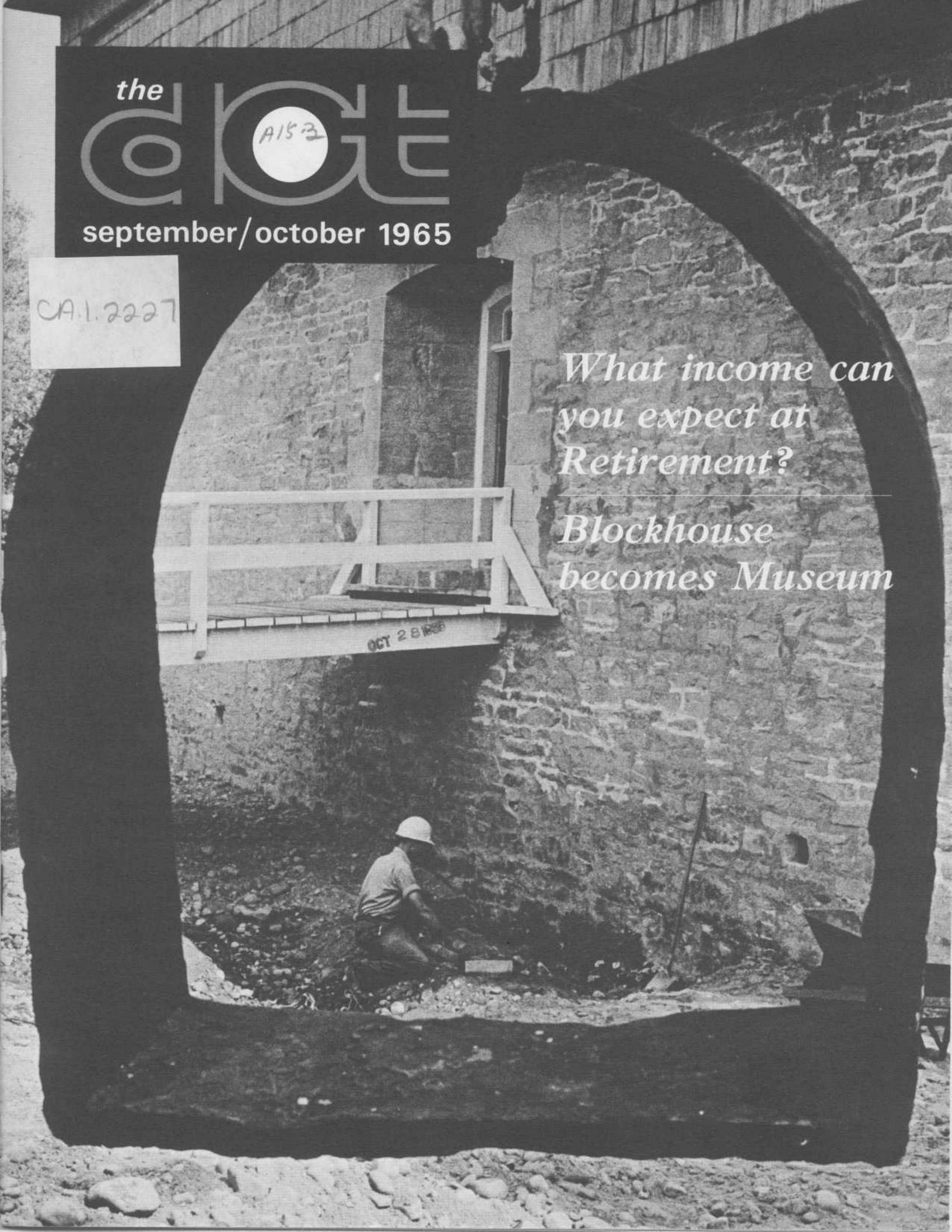
september/october 1965

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*What income can
you expect at
Retirement?*

*Blockhouse
becomes Museum*

OCT 28 1965



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COVER

Stone blockhouse built at Merrickville in the 1820's. See story "Merrickville Blockhouse Becomes Museum" on page 12.

EDITOR

Yvonne McWilliam

THE DOT is a Department of Transport staff magazine published under the authority of the Minister, Hon. J. W. Pickersgill, by the Information Services Division.

Am I My Brother's Keeper?

Canada today is a fortunate land. Times are generally good. Wages are high. Yet in every community there are children, men and women who are in serious trouble.

A crippled child needs long-term therapy and costly equipment to overcome his handicap.

A widowed mother needs special help while her children are too young to allow her to get a job.

A man stricken with mental disease in the prime of life needs advice and rehabilitation when he leaves the hospital.

All these needs—and countless others—can be met with the dollars you contribute to your United Appeal. If you don't contribute enough to meet the targets, some of these pressing human needs will go unserved.

For sick veterans and unmarried mothers, for orphaned children and victims of multiple sclerosis, for these and many unfortunate members of our fortunate society, your dollars are needed.

Canada's United-way campaigns now cover 120 communities. In 1965 they aim to raise some \$40,000,000 for 2,000 organizations. On the average, each community appeal spends four per cent of its income on its campaign and three and a half per cent on year-round administration, so that each dollar you contribute means 92.5 cents for the relief of suffering or the building of character.

In the last generation we have gone much farther than ever before to meet welfare costs through taxes. The government now makes sure that no one starves to death or wastes away for want of hospital care. Governments provide a basic welfare "floor", but they cannot look after all the welfare needs of our society; to do so would require a huge increase in taxes.

Voluntary contributions are needed to fill the gap. For many people steadily employed, donations by payroll deduction are available. The federal government now allows its employees to contribute via payroll deduction, thus recognizing the importance of the voluntary programs.

Soon, a United Appeal canvasser will call on you. Give—or pledge—as much as you can afford. If we fail to meet our target, we will fail those who are less fortunate than ourselves.

For the answer is: yes, we are our brother's keeper.



FROM THE DEPUTY MINISTER'S DESK

From time to time we receive complaints about the decisions or actions of departmental officials. Each is carefully investigated and the great majority prove to be erroneous or exaggerated. Where necessary, corrective action in the matter of policy or individual action is taken.

Human nature being what it is, we receive fewer messages of congratulations or thanks, but recently I have been complimented for the courtesy and special efforts of a number of our field officials—a lock-master on the Rideau Canal, a radio inspector on the Prairies, a civil aviation inspector in the Maritimes and a marine official in British Columbia.

These messages gave me great pleasure and give me the opportunity to tell you the philosophy which, at senior management level in the department we have often discussed, is a basis for dealing with the public, whether personally or in writing.

We must be guided by governmental and departmental policy which appears in various rules, regulations or directives but when we deal with a request, the approach should always be the positive one of hoping that it will be possible to say "yes" and trying to assist the individual making the request. If we have to say "no", we should take the trouble to explain and to give adequate reasons as to why this is the case; and, if we can, we should offer helpful advice as to possible alternative approaches to the problem. Finally, in all cases we should always try to provide a little extra in the way of service over and above that which might normally be expected. If we start from the point of view that we want to help we will leave that impression even if our ability to help is limited.

We have been successful in Transport in avoiding the erroneous, but nevertheless traditional and sometimes widespread, impression that the civil servant lives by a book of rules, is not flexible and likes to take a negative approach. Our job is to help the public and whenever we are successful in creating this belief in a member of the public we, in turn, help to build the effective reputation of the department.

J. R. Baldwin



LE MOT DU SOUS-MINISTRE

Nous recevons de temps à autre des plaintes concernant les décisions ou les mesures prises par certains fonctionnaires du Ministère. Chaque plainte fait l'objet d'une enquête approfondie et il ressort qu'elle est erronée ou exagérée dans la plupart des cas. Au besoin, des mesures sont prises pour y remédier, qu'il s'agisse d'une question de ligne de conduite ou d'un cas particulier.

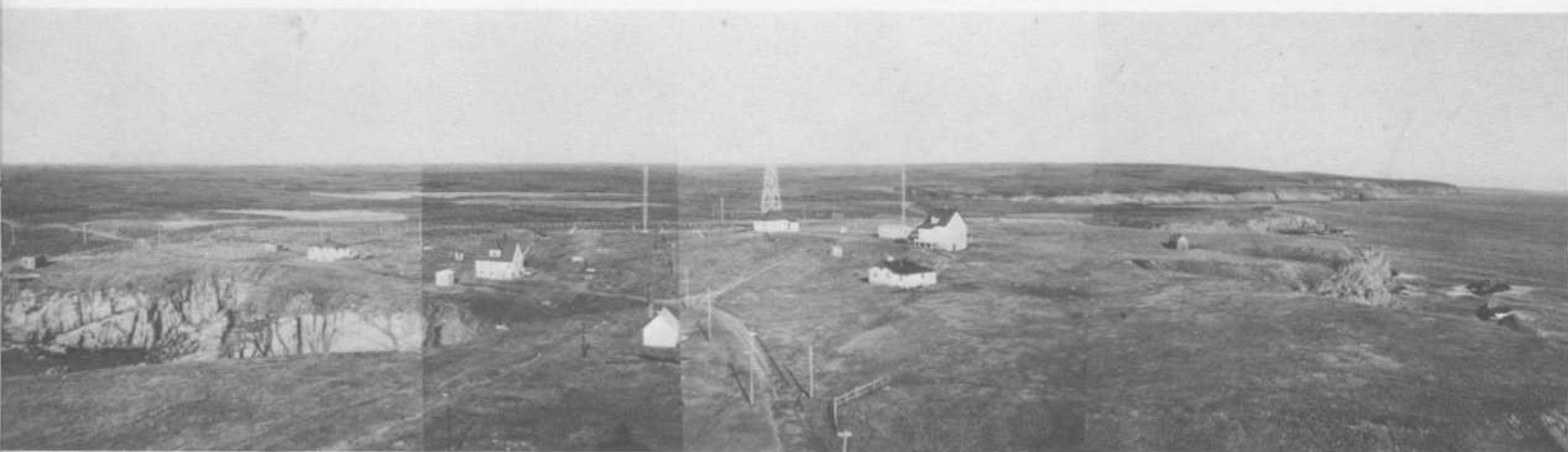
La nature humaine étant ce qu'elle est, les félicitations ou les remerciements ne pleuvent pas sur nous. Toutefois, j'ai reçu dernièrement des félicitations pour la courtoisie et le désintéressement qu'avaient manifestés un certain nombre de nos fonctionnaires de l'extérieur, notamment un maître-éclusier du canal du Rideau, un inspecteur de la radio des Prairies, un inspecteur de l'aviation civile des Maritimes et un fonctionnaire des Services de la marine en Colombie-Britannique.

Ces témoignages m'ont fait chaud au cœur et je profite de l'occasion pour vous exposer les principes sur lesquels nous nous basons dans nos relations épistolaires ou personnelles avec le public, principes qui ont été longuement étudiés à l'échelon de la direction du Ministère.

Notre tâche consiste à appliquer la ligne de conduite du gouvernement ou du Ministère exposée dans diverses règles, règlements ou directives. Toutefois, quand nous répondons à une demande, nous devons toujours espérer qu'il nous sera possible d'y répondre par l'affirmative et tenter d'aider la personne qui la présente. S'il nous faut y répondre par la négative, nous devrions fournir les explications qui s'imposent et donner les raisons qui motivent notre décision; nous devrions également, dans la mesure du possible, signaler les autres solutions qui pourraient être apportées au problème. Enfin, dans toutes les circonstances, nous devrions toujours tenter de dépasser tant soit peu la mesure du service que nous sommes censés rendre. Si notre attitude est d'abord dictée par notre volonté de rendre service, nous donnerons cette impression aux gens même si nous ne pouvons les aider que dans une mesure restreinte.

Au ministère des Transports, nous avons réussi à ne pas laisser aux gens l'impression erronée, mais néanmoins traditionnelle et parfois répandue, que le fonctionnaire est lié par les règlements, qu'il manque de souplesse et qu'il aime à prendre une attitude négative. Notre tâche consiste à rendre service au public et chaque fois que nous réussissons à laisser cette impression à quelqu'un, nous contribuons au bon renom du Ministère.

J. R. Baldwin



View of Cape Race installations seen from lighthouse. Radio beacon, located $\frac{1}{2}$ mile to left, not shown.

Farewell to Cape Race Marine Radio

Cape Race Marine Radio station goes off the air this fall. After 61 years of continuous operation it has been made obsolete by modern equipment at St. John's and St. Lawrence.

Tucked away at the southeast tip of Newfoundland, Cape Race juts out into the Atlantic steamer routes and presides over vast stretches of ocean on three sides. In the early days of magnetic and crystal detector receivers, most westbound vessels plying the Atlantic came within range of Cape Race station and its call letters VCE.

Geography, though, had to give way to technology and as telecommunications methods improved Cape Race lost much of its built-in advantage as a radio station site.

But the intervening years were crammed with marine history—epitomized by the sinking of the Titanic. News of that 1912 tragedy first reached the world via Cape Race.

The first distinctive, wavering note from Cape Race was sent in 1904 by the Marconi Company, which built and operated the station. Within five years it had been levelled by fire. Rebuilt, it was again razed in 1913.

A need for a direction-finding station prompted the Canadian government to build one less than a mile to the west in 1918. At the beginning VCE handled the work because the new station had no transmitters. But soon station VAZ was on the air.

Increasing use of ship radio following World War 1 meant VCE was a very busy station. Not too many years passed, however, before Cape Race began to feel the progress in radio development. Larger ships were being fitted with long wave radio telegraph apparatus allowing direct mid-Atlantic to Europe or America communication.

In 1930 the Marconi station closed down. The government station (VAZ) took on the job of coastal station as well as direction finding. The latter service had already gained some distinction by guiding the R 34 and other Trans-Atlantic flights. By 1931 it was apparent that the old Marconi buildings and masts offered better facilities. VCE and the government station moved back to its old home where it has remained ever since.

Cape Race has many memories, but none to match April 14, 1912. W. J. Gray, officer-in-charge, after a busy day, was chatting with a personal friend aboard the White Star line's newest ship, the Titanic. His friend, Mr. Phillips, the ship's chief radio officer, transmitted the gay spirit of the maiden voyage of the world's biggest ship into his key. After a brief chat, Gray closed down his set. He went to check his equipment before going to bed. Shortly after his assistant Herbert Harvey came running.

The Titanic was calling "CQD, CQD".

(This was the international distress signal before the adoption of the clearer and easier SOS.)

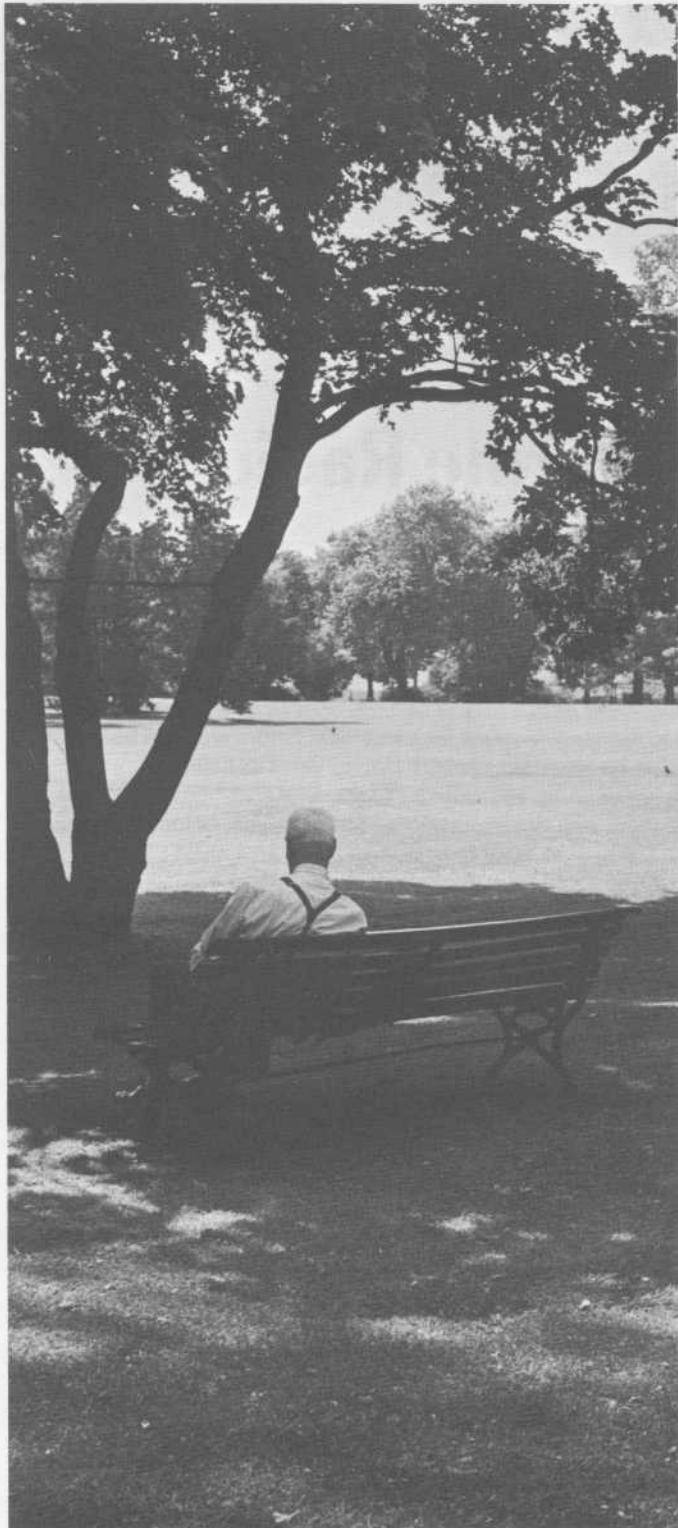
Gray raced back to his set and called the Titanic—a proud ship crippled by an iceberg and even then dipping deep into the chilling Atlantic. Phillips replied: "We are now sinking by the head—putting women and children off in boats—weather clear and calm."

Signals were good for the next two hours. Phillips, true to the traditions of the "brass pounders", remained at his key to send the messages needed to direct the rescue ships. Every tilt of the ship was felt in his radio cabin, but he never stopped. Signals started to fade. There was one very weak CQD. Then they stopped.

Ashore, Mr. Gray did all he could. He picked up the Titanic's calls and relayed them to ships he knew were closest. His friend Phillips was facing death, but Gray noticed his hand never skipped on the key.

History records that the Carpathia got there in time to pick up many of those in the boats and those floating in the water. But still 1,502 perished.

Gray's work wasn't done. From the Carpathia he got a list of the names and addresses of survivors. These he flashed to shocked relatives and a stunned world. Four days after the first distress call was heard the last name was sent—and for the first time in 96 hours the officer-in-charge of the Cape Race marine radio station laid down his earphones and went to bed.



What income can you expect at retirement?

—*The effect of the Canada Pension Plan on the Public Service Superannuation Act.*

W. J. (Wilf) Trudeau, director of the federal government's superannuation branch, has had to offer soothing counsel to some pension-minded civil servants recently—in fact, ever since the announcement that the Canada Pension plan would be a reality on January 1, 1966.

"If my telephone at Ottawa is any barometer at least some public servants are quite exercised over the matter", he has said.

"The matter" is the integration of the proposed Canada Pension Plan (referred to in this article as the CPP) and the Public Service Superannuation Act (PSSA).

"Indeed some public servants have even asked whether they should resign now and thus avoid the supposed catastrophe that is about to descend on them", he told the DVA Employees' National Association convention in Calgary last May.

Integration, Mr. Trudeau made plain to the convention, does not call for that kind of cure . . . under the proposed formula public servants will pay about the same as they do now and receive as much as and perhaps more than they could have expected if they had retired with an immediate annuity under the PSSA before it was amended.

How will this come about? Well, in part, from two broad objectives recommended by the advisory committee on the PSSA, which includes staff association representatives, and agreed to by the government:

1. the overall level of contribution rates under the two plans should remain the same as it is now under the superannuation act.
2. the combined benefit package under the two plans should not be lower than it is now for the person who retires with an immediate annuity under the superannuation act.

The aims, however, are one thing, the arithmetic another, and Mr. Trudeau admits there are still "a few loose ends which have not yet been resolved."

The need to integrate stems from two main sources: contribution rates for the PSSA are fairly high in relation to other plans (6½ percent for men and 5 per cent for women) and it was felt most public servants would not like the idea of paying an additional 1.8 per cent of their salary to the Canada Pension Plan.

Secondly, PSSA benefits are among the best in the country and if CPP benefits were added on along with old age security payments of \$75 a month then "we would be approaching what some might regard as too much of a good thing" according to Mr. Trudeau.

Essentials of the Public Service Superannuation Act

Basically what the PSSA provides for is joint contributions from the government and its employees. A man's 6½ per cent of salary and a woman's 5 per cent are matched by the government. As well, the government pays interest at 1 per cent per quarter on the balance in the account and periodically kicks in other amounts to offset actuarial deficits due to salary increases or other reasons. In the long run the government pays for something like two-thirds of the total cost of its superannuation scheme.

For these contributions PSSA guarantees certain benefits. Fewer than five years of service entitles an employee to a return of contributions only; between five years service and age 60, a return of contributions or a deferred annuity payable at age 60; after 60 (with five years of pensionable service) an employee is entitled to an annual annuity of 2 per cent per service year up to 35 years, multiplied by his average salary for his best six consecutive years.

Essentials of the Canada Pension Plan

Under the Canada Pension Plan virtually every Canadian wage earner, 18 years of age or over, will contribute 1.8 per cent of earnings and his employer will match it. The first \$600 of earnings will be exempt and the salary ceiling will be \$5000. Maximum contributions will be \$79.20 a year; that is, 1.8 per cent of \$4,400. As Canada progresses the exemption and ceiling figures will rise in line with the cost of living index and increases in the general wage level. When the time comes to calculate your annuity under the CPP your earnings will be adjusted to take into account increases in the earnings' ceilings. In other words if you earned \$4,000 one year when the ceiling on earnings for pension purposes was \$5,000 it would be adjusted to \$4,800 on retirement if the ceiling then was \$6,000, because \$4,800 bears the same relationship to \$6,000 as \$4,000 does to \$5,000. Consequently the purchasing power of a CPP annuity will be kept in line with the average wage level at retirement.

In return for these contributions the CPP will provide an annuity beginning at 65, if the person is then retired, equal to 25 per cent of his average annual earnings throughout his career.

Contributions will begin on January 1, 1966. The first benefits will be payable in 1967 to contributors who are then 68, and in the next year to those 67 and so on until 1970 when those age 65 will be eligible. A full pension will be payable at age 70 even though a person may still be working. However, if a person goes on pension at 65 and then returns to work at any time before age 70, his CPP annuity will be reduced if his earnings are more than

\$900. Benefits from other pension plans, like superannuation, however, are not classed as earnings and will not reduce CPP benefits.

The Canada Pension Plan has a transition clause. After 10 years of contributions a full benefit will be paid. The plan also provides for survivor benefits to widows and dependent children and annuities before 65 for a disabled contributor. The maximum death benefit under the CPP will be \$500 initially. These will first be paid in 1968 and from then on.

In skeleton form the foregoing is the CPP although there are many refinements: those retiring before completing 10 years of contributions, that is, before 1976, will receive pro rated benefits—e.g. in 1975 they would receive nine tenths of a full benefit, in 1972, six tenths, and so on; a drop-out feature permitting, under certain conditions, deduction of 15 per cent of the months in anyone's working career when earnings were low or he was unemployed; and others.

Integration of Two Plans

The effect of integration of the Canada Pension Plan and the Public Service Superannuation Act will be felt on benefits under the PSSA only after January 1, 1967. Superannuation equity built up before January 1, 1966—the day CPP contributions begin—will not be affected. When the plans are dovetailed the PSSA will be supplementary to the CPP, rather than complementary.

Subject to the following qualifications the main change will be that the 2 per cent per year of pensionable service formula used to compute superannuation benefits will be reduced to 1.3 per cent per year for every year in which a civil servant has contributed to the Canada Pension Plan and provided CPP benefits are then payable. This 1.3 per cent will apply to the average salary computed in the superannuation way (best six years) provided that salary is below the maximum CPP earnings ceiling at retirement. If the "best six" formula yields an average salary greater than the CPP maximum, the 1.3 per cent rate will apply only up to that maximum. Any amount over and above that maximum will be computed on the old 2 per cent formula.

Sound confusing? Perhaps the three typical cases cited by Mr. Trudeau in his Calgary speech will help clarify the various formulas mentioned.

The first is a young person who enters the public service in 1966 after the Canada Pension Plan has come into effect, the second is a public servant who has been in the public service for 20 years prior to 1966 and intends to work for another 15 years and the third is a public servant who has completed 35 years under the Public Service Superannuation Act before 1966 and intends to work for another 10 years. Ideally it would be well to study the circumstances of each public servant and advise him accordingly but since this is impossible these three examples may enable you to grasp the main features of integration.

In the case of the young man who enters the public service in 1966 we shall assume that his earnings throughout his career remain below the maximum pensionable earnings under the

Canada Pension Plan. He will immediately start to contribute at the rate of 1.8 per cent on that part of his salary which is in excess of \$600 to the Canada Pension Plan and at the rate of 4.7 per cent on the same amount to the Public Service Superannuation Account (a total of 6.5 per cent) and at the end of his career will receive a benefit equal to 25 per cent of his adjusted average career earnings from the Canada Pension Plan and a benefit of 1.3 per cent for each year of pensionable service up to a maximum of 35 years under the Public Service Superannuation Act. His pension under the Public Service Superannuation Act, unlike his benefit under the Canada Pension Plan which is based on his adjusted average earnings throughout his career, will continue, of course, to be based on his best six year average salary. It is possible that these two benefits combined may be approximately equal in value to the seventy per cent benefit he would have received if he had remained under the Public Service Superannuation Act alone. We regret that we cannot be more exact than that but with the many changes which are inevitable in the Canada Pension Plan and the Public Service Superannuation Act over the next 30 or 40 years it is impossible to be more precise.

Our second example was the man who now has 20 years in the public service and expects to work for another 15 years and just to complicate things a little we shall assume that his average salary at retirement is in excess of the maximum pensionable earnings under the Canada Pension Plan. When he retires he will get a full 2 per cent benefit under the Public Service Superannuation Act for each of the 20 years prior to 1966 and a 1.3 per cent benefit under the Public Service Superannuation Act for each of the following 15 years on that part of his average salary which is below the Canada Pension Plan maximum. For that part of his average salary which is in excess of the Canada Pension Plan maximum he will get a full 2 per cent benefit under the Public Service Superannuation Act. To summarize then he will get a full 2 per cent benefit for the 20 years before the Canada Pension Plan, a 1.3 per cent benefit for each of the following 15 years on that part of his eventual average salary which is below the Canada Pension Plan maximum and a 2 per cent benefit for each of the 15 years on that part of his average salary which is in excess of the Canada Pension Plan maximum. As mentioned previously, he will also get a full benefit under the Canada Pension Plan since it matures in 10 years. The combined value of these benefits will be somewhat in excess of the 70 per cent benefit which he would have received under the Public Service Superannuation Act alone.

The third person was the man who now has 35 years under the Public Service Superannuation Act and expects to contribute to the Canada Pension Plan for the next 10 years. He will get a full 2 per cent benefit for each of his 35 years under the Public Service Superannuation Act and of course will no longer contribute under that Act since the maximum contributory period is 35 years. He will, however, contribute 1.8 per cent of his salary between the contributory limits to the Canada Pension Plan for the next 10 years and at the end of that time, if he retires at the age of 65, will receive a full Canada Pension Plan benefit as well. In other words he will get a full pension under both the Public Service Superannuation Act and the Canada Pension Plan.

To further explain the integration formula we might take another look at our second example, namely a man who has been in the public service for 20 years, intends to work for another 15 years and whose salary is in excess of the Canada Pension Plan maximum. We shall assume that he is 50 years of age and his salary on January 1, 1966 is \$8,000 and we shall also assume that both his salary and the Canada Pension Plan maximum of

\$5,000 will remain constant for the next 15 years. (Obviously neither of the last two assumptions is sound but they are necessary to illustrate the application of the arithmetic in the integration formula.)

On January 1, 1966 this man will start to contribute 1.8 per cent of his earnings between \$600 and \$5,000 to the Canada Pension Plan and 4.7 per cent of the same amount to the Public Service Superannuation Account. On the same date he will continue to contribute 6½ per cent to the Public Service Superannuation Account on that part of his income which is in excess of \$5,000, that is \$3,000, and will, of course, contribute nothing to the Canada Pension Plan on that amount. Incidentally, it is also proposed that this man, and the others, will also contribute 6½ per cent on that part of his salary below \$600, the Canada Pension Plan minimum.

When he retires 15 years from now he will be eligible, under the Public Service Superannuation Act, for a full 2 per cent pension for each of his 20 years prior to 1966, a 1.3 per cent pension for each of the next 15 years on that part of his earnings below \$5,000 and a full 2 per cent pension for each of the same 15 years on that part of his income in excess of \$5,000. Since we assumed that his salary will remain constant at \$8,000 his average salary for his best six years would be \$8,000 and therefore at the end of his career he would receive a pension under the Public Service Superannuation Act on the basis of 20 years times 2 per cent times \$8,000 which is \$3,200, plus 15 years times 1.3 per cent times \$5,000 which is \$975, plus 15 years times 2 per cent times \$3,000 which is \$900, for a grand total of \$5075. In addition he will receive a pension of \$1250 under the Canada Pension Plan since he contributed for over 10 years on the maximum amount of \$5,000 throughout. Therefore at retirement he will receive under the two plans a combined total of \$6,325. Had he retired with a 70 per cent benefit under the present provisions of the Public Service Superannuation Act he would have received \$5,600. Therefore for the same contributions he will receive \$725 a year more than he would have otherwise. This serves to bear out our earlier statement that many public servants will be in a somewhat better position after integration.

Thus far we have not mentioned the benefits which will be payable to widows and children under the Public Service Superannuation Act after integration has taken place. In this regard, you will be pleased to learn that the integration formula does not affect them and they will get exactly what they would have received under the Public Service Superannuation Act if it had not been amended and they will also of course be eligible for the benefits which are payable to widows and children under the Canada Pension Plan. It follows therefore that most widows and children will be in a better position than ever.

No doubt, many questions still remain unanswered, but in an article of this kind it is impossible to deal with every eventuality. It should, perhaps, be made clear that these two plans are administered by separate bodies: the Superannuation Branch of the Office of the Comptroller of the Treasury handles the PSSA, while the Canada Pension Plan is primarily the responsibility of the Department of National Health and Welfare. Queries concerning one or the other of these plans should be directed to the proper department.

In conclusion it should be pointed out that old age security pensions of \$75 a month are in no way affected by integration of these plans, but they should be kept in mind when calculating the income you can expect at retirement.

Quel sera votre revenu lorsque vous prendrez votre retraite?



Les effets du Régime de pensions du Canada sur la Loi sur la pension du service public.

M. W. J. (Wilfrid) Trudeau, Directeur du service des pensions de retraite du gouvernement fédéral, a dû dernièrement calmer les appréhensions de certains fonctionnaires qui se préoccupent de leur pension de retraite, surtout depuis qu'on a annoncé que le Régime de pensions du Canada entrerait en vigueur le 1^{er} janvier 1966.

«S'il faut en croire le témoignage de mon téléphone à Ottawa, il y a au moins quelques fonctionnaires qui se préoccupent fortement de la question», a-t-il déclaré.

La question en cause est l'intégration du Régime de pensions du Canada (appelé RPC pour les fins du présent article) et la Loi sur la pension du service public (LPSP).

«Il y a même certains fonctionnaires qui m'ont demandé sérieusement s'il ne vaudrait pas mieux pour eux de prendre leur retraite dès maintenant et éviter la prétendue catastrophe qui doit s'abattre sur eux», a déclaré M. Trudeau au congrès de l'Association nationale des employés du ministère des Affaires des anciens combattants tenu à Calgary en mai dernier.

M. Trudeau a déclaré clairement aux congressistes que l'intégration n'appelle pas un tel remède . . . en vertu de la formule proposée, les fonctionnaires verseront à peu près les mêmes cotisations qu'ils versent maintenant et bénéficieront des mêmes prestations et peut-être de prestations plus avantageuses que celles dont ils auraient bénéficié s'ils avaient pris leur retraite en jouissant d'une pension immédiate en vertu de la LPSP avant qu'elle ne soit modifiée.

Comment arrivera-t-on à ce résultat? En se fondant en partie sur les deux grands principes proposés par le Comité consultatif de la LPSP, composé de représentants des associations de personnel, et acceptés par le gouvernement:

1. Le niveau global des taux de cotisation des deux régimes doit demeurer le même qu'il est présentement sous l'empire de la LPSP.

2. L'ensemble des prestations combinées des deux régimes ne doit pas être inférieur à ce qu'elles sont actuellement pour la personne qui prend sa retraite avec une rente immédiate prévue par la LPSP.

Bien qu'il soit facile d'indiquer les buts à atteindre, il est plus difficile d'effectuer les divers calculs en cause, et M. Trudeau convient qu'il reste encore quelques détails à régler.

Deux grandes raisons motivent la nécessité d'intégrer les régimes: les taux actuels des cotisations sous l'empire de la LPSP sont déjà élevés par rapport à d'autres plans (6½ p. 100 pour les hommes et 5 p. 100 pour les femmes) et on prévoyait que la plupart des fonctionnaires ne verraient pas d'un bon oeil d'avoir à payer, par surcroît, une cotisation supplémentaire de 1.8 p. 100, qui est le taux du RPC. Deuxièmement, les prestations versées aux termes de la LPSP sont parmi les plus généreuses au pays et

si on y ajoutait les prestations du RPC ainsi que celles qui sont versées en vertu de la Loi sur la sécurité de la vieillesse, à savoir \$75 par mois, «on approcherait, au dire de certains, peut-être, un surcroît de générosité», selon M. Trudeau.

Données essentielles de la Loi sur la pension du service public

Essentiellement, la LPSP a établi un régime où contribuent l'État et ses fonctionnaires. L'État égale la contribution de 6½ p. 100 du salaire du fonctionnaire masculin et celle de 5 p. 100 du salaire du fonctionnaire féminin. L'État paye également l'intérêt, au taux de 1 p. 100 par trimestre, sur le solde de la Caisse de pension du service public et y verse de temps à autre les sommes supplémentaires requises pour combler les déficits actuariels résultant de causes diverses dont, notamment, les augmentations des salaires. Bref, il est juste de dire que le gouvernement, à longue échéance, assume environ les deux tiers du coût global du régime.

Par suite de ces contributions, la LPSP garantit certains avantages. Les employés à court terme, ayant moins de cinq ans de service, ont droit au seul retour de leur contribution; ceux qui partent avant l'âge de soixante ans et qui ont cinq ans de service ou davantage, ont le choix du retour de leur contribution ou d'une rente différée qui leur sera versée à l'âge de soixante ans; ceux qui prennent leur retraite après soixante ans (qui ont cinq ans de service ouvrant droit à pension) ont droit à une rente annuelle calculée à raison de 2 p. 100 pour chaque année de service jusqu'à concurrence de trente-cinq ans, multipliée par le traitement moyen de l'employé au cours de ses six meilleures années consécutives.

Données essentielles du Régime de pensions du Canada

Aux termes du RPC, presque tous les employés canadiens de 18 ans ou plus contribueront 1.8 p. 100 de leurs gains, proportion qui sera égalée par l'employeur. Les gains d'au plus \$600 seront exemptés et le plafond des traitements sera fixé à \$5,000. La cotisation annuelle maximum sera de \$79.20, c'est-à-dire 1.8 p. 100 de \$4,400. A mesure que progressera l'économie du Canada, l'exemption et le plafond augmenteront en raison de l'indice du coût de la vie et des augmentations du niveau général de la rémunération. Par conséquent, lorsque le moment sera venu de calculer votre pension d'après le Régime de pensions du Canada, vos gains inscrits seront revalorisés pour faire la part des relevements dans le plafond des gains. En d'autres termes, un traitement de \$4,000 que vous auriez gagné quand le plafond était à \$5,000 sera redressé à \$4,800 si le plafond au moment de la retraite s'est élevé jusqu'à \$6,000, puisque \$4,800 a le même rapport avec \$6,000 que la somme de \$4,000 a avec \$5,000. Ainsi, le pouvoir d'achat de la pension d'une personne sera maintenu en rapport avec le niveau des salaires moyens au moment de la retraite.

En retour de ces cotisations, le RPC prévoit une rente, commençant à l'âge de 65 ans, si la personne est alors à sa retraite, qui égalera 25 p. 100 de ses gains annuels moyens pendant toute sa carrière.

Le versement des cotisations commencera le 1^{er} janvier 1966. Le paiement des premières prestations se fera en 1967 aux cotisants qui auront atteint, à ce moment là, l'âge de 68 ans; l'année suivante les prestations seront payées à ceux qui auront atteint l'âge de 67 ans et ainsi de suite jusqu'en 1970 alors que les personnes âgées de 65 ans seront susceptibles de bénéficier des prestations. Une pension entière sera payée à l'âge de 70 ans, même si la personne continue de travailler. Par contre, si une

personne qui a pris sa retraite à 65 ans retourne au travail avant d'avoir atteint 70 ans, sa pension sera réduite si les gains qu'elle reçoit dépassent \$900. Toutefois, les sommes qu'elle peut recevoir en vertu d'autres régimes de pensions, comme par exemple aux termes de la LPSP, ne comptent pas comme gains aux fins de la pension et n'entraînent pas la réduction des prestations du RPC.

Le RPC comporte un article qui se rapporte à la période transitoire. Il prévoit le versement d'une pension entière après dix ans de cotisations. Le régime prévoit également des prestations aux veuves et enfants à charge lors du décès d'un cotisant et le paiement de rentes avant l'âge de 65 ans, lorsqu'un cotisant devient invalide. Les prestations maximums en cas de décès qui seront versées en vertu du RPC seront à l'origine de \$500. Elles seront versées à compter de 1968.

Voilà les grandes lignes du RPC, bien que celui-ci comporte diverses autres modalités: les personnes qui prendront leur retraite avant d'avoir versé des cotisations pendant dix années, c'est-à-dire avant 1976, recevront des prestations établies au pro rata: en 1975, elles recevront les neuf-dixièmes d'une pension complète, en 1972, les six-dixièmes, et ainsi de suite; le Régime comporte une formule d'exclusion par laquelle le cotisant, sous réserve de certaines conditions, peut laisser de côté 15 p. 100 de ses mois d'emploi, lorsque ses gains étaient faibles ou qu'il était sans emploi; ce ne sont là que certaines des nombreuses modalités du Régime.

Intégration des deux régimes

Ce n'est qu'après le 1^{er} janvier 1967 que les effets de l'intégration du RPC et de la LPSP se feront sentir sur les prestations versées aux termes de cette dernière loi. Elle n'aura aucun effet sur le fonds de pension accumulé avant le 1^{er} janvier 1966, c'est-à-dire avant le jour où commencera le versement des cotisations au RPC. A la suite de l'intégration des régimes, la Loi sur la pension du service public sera supplémentaire au Régime de pensions du Canada plutôt que complémentaire.

Sous réserve des conditions suivantes, la principale modification sera que la formule de 2 p. 100 par année de service ouvrant droit à pension servant à calculer les prestations de retraite sera réduite à 1.3 p. 100 par année pour chaque année durant laquelle un fonctionnaire a versé une cotisation au RPC, à condition que les prestations du Régime soient alors payables. Ce 1.3 p. 100 s'appliquera relativement au salaire moyen utilisé pour le calcul des prestations de pension aux termes de la LPSP (six meilleures années) pourvu que le traitement soit moindre que le gain maximum ouvrant droit à pension en vertu du RPC au moment de la retraite. Lorsque la moyenne des six meilleures années par rapport à la LPSP est plus considérable que le gain maximum ouvrant droit à pension sous le RPC, le taux de 1.3 p. 100 ne s'appliquera qu'à concurrence de ses gains maximums. Tout gain dépassant ce maximum sera calculé d'après l'ancienne formule du 2 p. 100.

Cela semble très embrouillé, n'est-ce pas? Examinons les trois cas typiques mentionnés par M. Trudeau dans son discours à Calgary; nous réussissons peut-être à nous y retrouver parmi les diverses formules mentionnées. Le premier cas est celui du jeune homme qui entre au service public en 1966 après que le RPC est entré en vigueur; le deuxième, celui d'un fonctionnaire qui a vingt ans de service antérieur à 1966 et compte travailler encore quinze ans et le troisième est celui d'un fonctionnaire qui, ayant complété 35 ans sous l'empire de la LPSP avant 1966, compte travailler encore dix ans. L'idéal serait d'étudier le cas de chaque fonctionnaire et de le conseiller selon les circonstances, mais puisque la chose est impossible, ces trois exemples serviront peut-être à vous faire comprendre les points saillants de l'intégration.

Dans le cas du jeune homme qui entre au service public en 1966, supposons que ses gains au cours de sa carrière demeurent inférieurs aux gains maximums ouvrant droit à pension en conformité du RPC. Il commencera immédiatement à cotiser au RPC au taux de 1.8 p. 100 sur la fraction de son salaire qui dépasse \$600 et à la Caisse de pension du service public au taux de 4.7 p. 100 du même montant (soit un total de 6.5 p. 100) et à la fin de sa carrière, il recevra de la part du RPC des prestations égales à 25 p. 100 de ses gains moyens rectifiés et, aux termes de la LPSP, des prestations de 1.3 p. 100 pour chaque année ouvrant droit à pension, jusqu'au maximum de trente-cinq ans. Sa pension en vertu de la LPSP, à la différence des prestations reçues sous le RPC, qui se fondent sur les gains moyens rectifiés de sa carrière, continuera, bien entendu, de se fonder sur le salaire moyen de ses six meilleures années. Il se peut que ces deux prestations combinées pourraient constituer environ le même montant que les prestations de 70 p. 100 qu'il aurait reçues s'il était demeuré sous l'empire de la seule LPSP. Je regrette de ne pouvoir vous donner plus de précisions mais avec les nombreux changements qui, fatalement, seront apportés au RPC et à la LPSP au cours des trente ou quarante ans à venir, il est impossible d'être plus précis.

Notre deuxième exemple traite de l'homme qui a présentement vingt ans de service comme fonctionnaire et s'attend à travailler encore quinze ans; pour compliquer les choses nous allons supposer que son traitement moyen à l'âge de la retraite dépasse les gains maximums ouvrant droit à pension aux termes du RPC. Au moment de sa retraite, il recevra, aux termes de la LPSP, la prestation en entier, au taux de 2 p. 100 pour chacune des vingt années antérieures à 1966 et des prestations au taux de 1.3 p. 100 en vertu de la LPSP pour chacune des quinze années subséquentes, sur la partie de son traitement moyen qui est inférieure au maximum prévu par le RPC. Pour ce qui est de la partie de son traitement moyen qui dépasse le maximum prévu par le RPC, il recevra la prestation en entier au taux de 2 p. 100 en vertu de la LPSP. Résumons: il recevra la prestation en entier de 2 p. 100 pour les vingt années qu'il a servies avant la mise en vigueur du RPC, des prestations au taux de 1.3 p. 100 pour chacune des quinze années subséquentes, sur la partie de son traitement moyen éventuel qui est inférieure au maximum prévu par le RPC et des prestations de 2 p. 100 pour chacune des quinze années en question sur la partie de son traitement moyen qui dépasse le maximum prévu par le RPC. Comme je l'ai dit tantôt, il recevra également la pension entière prévue par le RPC, puisque la période de maturité est fixée à dix ans. La valeur de ses prestations combinées est légèrement plus élevée que la prestation de 70 p. 100 qu'il recevrait aux termes de la seule LPSP.

Le troisième cas est celui de l'homme qui a présentement trente-cinq années de service sous l'empire de la LPSP et compte cotiser au RPC durant les dix années à venir. Cet homme recevra la prestation en entier de 2 p. 100 pour chacune de ses trente-cinq années prévues par la LPSP et, bien entendu, ne cotisera plus sous l'empire de cette loi puisque la période contributive maximum est de trente-cinq ans. Toutefois, il devra cotiser 1.8 p. 100 de son salaire, dans les limites contributives prévues par le RPC au cours des dix prochaines années et à la fin de cette période, s'il se retire à l'âge de 65 ans, il recevra également la prestation en entier prévue par le RPC. En d'autres termes, il recevra une pension entière, tant en vertu de la LPSP qu'aux termes du RPC.

Pour donner de plus amples explications sur la formule d'intégration, nous pourrions reprendre le deuxième exemple, celui de l'homme qui est fonctionnaire depuis vingt ans, compte travailler encore quinze ans et touche un traitement qui dépasse le maximum prévu par le RPC. Supposons qu'il a 50 ans et que son traitement

au 1^{er} janvier 1966 est de \$8,000; supposons également que son traitement ainsi que le maximum prévu par le RPC, qui est de \$5,000, resteront les mêmes pendant les quinze ans à venir. Évidemment, ni l'une ni l'autre de ces suppositions est sérieuse, mais elles sont nécessaires pour expliquer le calcul qu'entraîne la formule d'intégration.

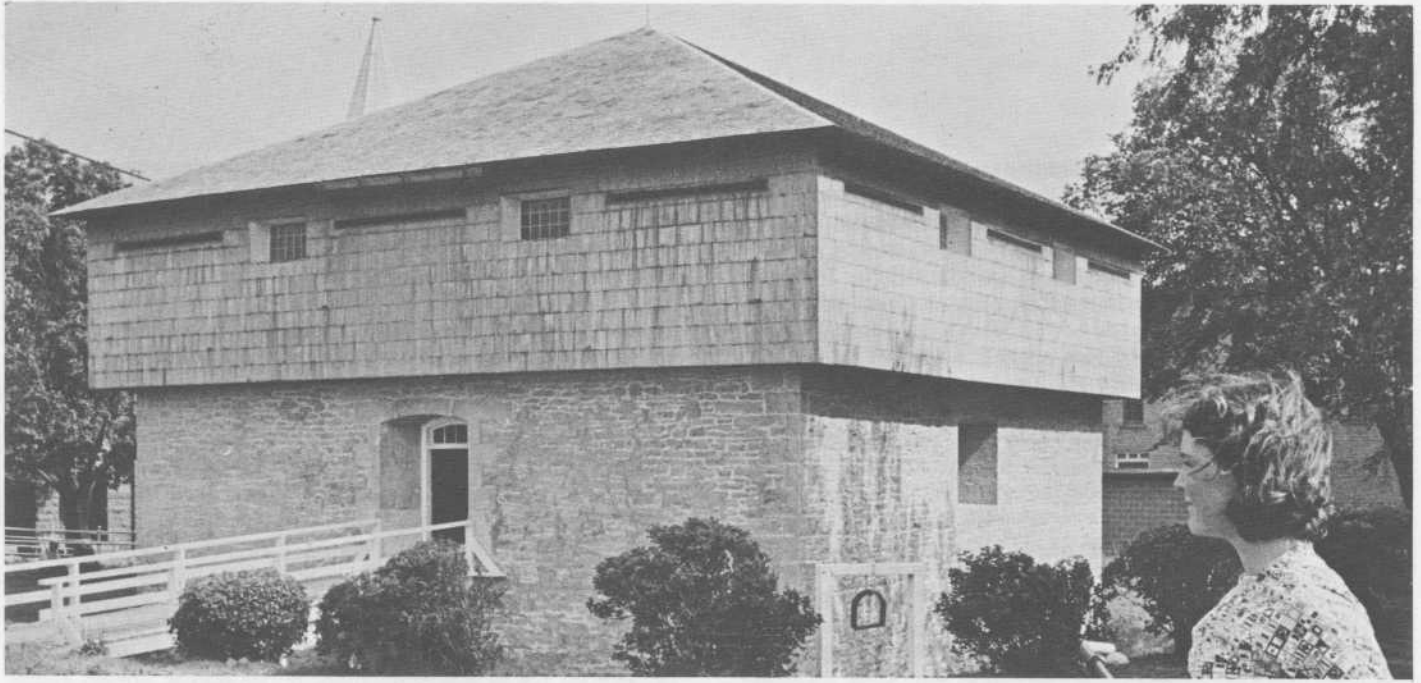
Au premier janvier 1966, ce fonctionnaire commencera à cotiser au RPC, 1.8 p. 100 sur la fraction de ses gains qui tombent entre \$600 et \$5,000 et à la Caisse de pension du service public, 4.7 p. 100 du même montant. Au même moment il continuera de contribuer à la Caisse de pension du service public 6½ p. 100 de la fraction de son traitement qui dépasse \$5,000, soit \$3,000 et, bien entendu, ne contribuera rien de ce montant au RPC. A propos, il est fort probable que ce fonctionnaire, aussi bien que les autres, contribuera en plus 6½ p. 100 de cette tranche de son salaire au-dessous de \$600, le montant minimum prévu par le RPC.

Lorsqu'il se retirera dans quinze ans, il sera susceptible de bénéficier, aux termes de la LPSP, d'une pension entière de 2 p. 100 pour chacune des vingt années antérieures à 1966, d'une pension de 1.3 p. 100 pour chacune des quinze années subséquentes, sur la partie de ses gains qui est inférieure à \$5,000 et d'une pension entière de 2 p. 100 pour chacune des mêmes quinze années sur la partie de son salaire qui dépasse \$5,000. Puisque nous avons supposé que son traitement de \$8,000 ne varierait point, son salaire moyen pour ses meilleures six années sera donc de \$8,000 et il recevra, par conséquent, à la fin de sa carrière, en vertu de la LPSP, une rente fondée sur 2 p. 100 de \$8,000 multiplié par vingt années, soit \$3,200, plus 1.3 p. 100 de \$5,000 multiplié par quinze années, soit \$975, plus 2 p. 100 de \$3,000 multiplié par quinze années ou \$900; donc, un total de \$5,075. Il recevra, par surcroît, une pension de \$1,250 prévue par le RPC puisqu'il y aura contribué au-delà de dix ans sur le montant maximum de \$5,000. Il recevra donc au moment de sa retraite, en vertu des deux régimes combinés, une somme globale de \$6,325. S'il s'était retiré avec des prestations de 70 p. 100 aux termes des dispositions actuelles de la LPSP, il aurait reçu \$5,600. Par conséquent, moyennant les mêmes cotisations, il recevra \$725 par année de plus qu'il n'aurait reçu autrement. Cet exemple confirme ce que j'ai dit tantôt, à savoir que de nombreux fonctionnaires seront passablement en meilleure posture grâce à l'intégration.

Jusqu'à présent, nous n'avons pas fait mention des prestations qui seront versées en vertu de la LPSP, aux veuves et aux enfants après l'intégration. A ce propos, il vous fera plaisir d'apprendre que la formule d'intégration ne leur portera aucunement atteinte et qu'ils recevront exactement ce qu'ils auraient reçu en conformité de la LPSP si celle-ci n'avait pas été modifiée et que par surcroît ils seront admis aux prestations versées aux veuves et aux enfants en vertu du RPC. Il s'ensuit donc que la plupart des veuves et des orphelins seront en meilleure posture qu'auparavant.

Nous n'avons pas répondu à toutes les questions mais on ne saurait dans un article de ce genre étudier chaque cas. Précisons cependant que ces deux régimes relèvent de deux organismes distincts: le Service des pensions de retraite du bureau du Contrôleur du trésor s'occupe de l'application de la LPSP, tandis que le RPC relève d'abord du ministère de la Santé nationale et du Bien-être social. Vous êtes invités à adresser vos demandes de renseignements sur l'un ou l'autre de ces régimes au ministère approprié.

Signalons en terminant que les prestations de sécurité de la vieillesse qui s'établissent à \$75 par mois ne sont aucunement touchées par l'intégration des régimes susmentionnés, mais qu'on doit toutefois en tenir compte lorsqu'on fait le calcul du revenu que l'on est en droit de recevoir à la retraite.



The exterior of the 130-year-old blockhouse at Merrickville, Ontario is virtually unchanged from its original construction. Used as a fortress to drive off warring Indians, the blockhouse was encircled by a moat (now filled in) and had a total of 12 gun slots at second storey level.

Helen Douglas, daughter of Col. and Mrs. Duncan Douglas, and Kathryn Parker, a guest of the Douglas's, use the squared-off staircase leading to the second floor. It was built by D.O.T. canal workers according to the 1820 blockhouse plans found in the Public Archives.



Merrickville Blockhouse Becomes Museum

With Canada's Centennial less than two years away, an ever-increasing awareness of our country's history is evident.

Individuals, governments, business, labor, universities and grade schools have all been busily rediscovering our past and searching for ways to present it in a fuller and more meaningful light.

The Department of Transport, too, is pitching in to help make Canadian history live.

For the past two years or so an old stone blockhouse at Merrickville, Ontario—about 40 miles from the Capitol—has been gradually restored to its original form and appearance.

Restoration completed, it has now been leased to the town of Merrickville to be operated as a museum by a municipally-appointed board of keenly interested citizens.

The Merrickville blockhouse, a pocket-sized edition of Hollywood's wild west fort, was built in the 1820's when Colonel By of the Royal Engineers came out from England to oversee the building of a canal from Ottawa to Kingston.

There were some 42 buildings of various kinds erected along the Rideau Canal in the 1820's and 30's, but the blockhouse at Merrickville is the only one which still exists in a form comparable to its original construction. The others have either been torn down or converted into one or two storey dwellings for D.O.T. canal staff. But at Merrickville the stone and wood exterior is virtually unchanged, and now the interior has been redone according to the original plans.



Helen peers through gun slots, while Kathryn sits on restored gunwalk and looks down to filled in moat. Boiling oil was poured through openings onto invaders who got close to blockhouse.



Col. Duncan Douglas inspects the massive stone fireplace in the second floor living quarters. The fireplace was recently rebuilt as part of D.O.T.'s restoration program.



A view of the second floor, showing living quarters partitions, top of the staircase and the massive beams which support the ceiling.

Over the years there have been several efforts to turn the old blockhouse into a museum. In 1938 the department gave some thought to turning it over to the federal Department of Mines and Resources, Lands, Parks and Forests branch, for preservation. The building, however, was in use as a storehouse for canal equipment and Transport decided it couldn't get along without it.

The department still needed it as a storehouse in 1945 when one of Merrickville's most prominent citizens, the late Harry F. McLean, offered to put on permanent display a collection of antique guns on behalf of the town.

In 1961, Deputy Minister Baldwin decided that the blockhouse was no longer essential for D.O.T.'s canal purposes. The department asked for the help of the Grenville historical society to decide on its possible future as a museum. In 1962 the society set up a provisional committee to meet with D.O.T. officials and the upshot was an agreement on a gradual restoration of the blockhouse.

The task was made easier by finding the original building plans tucked away in the Public Archives. First step was to cedar shingle the roof in the fall of 1962. The following year workers moved inside where the biggest job was to remove several partitions to check the second floor beams and replace them where necessary. The second floor fireplace was also rebuilt and the walls, partitions and gunwalks were restored.

By 1964-65 the basement, underpinning and first floor timbers got most attention. A new floor was required on the first floor, plus a new staircase leading to the second floor.

Meanwhile the town of Merrickville was working on the administration framework for the blockhouse. The municipality passed Bylaw 777 in the spring of 1965. This was done to take advantage of provincial grants which can only be made to a municipal corporation or a board or body created by it.

Duncan Douglas, a retired army colonel, and his wife Jane are two of the local citizens who have put a great deal of time and effort into the museum project. Colonel Douglas, who was appointed secretary of the museum committee, has acted as a liaison between the town and the department. He has done a great deal of research in order to advise D.O.T. on the blockhouse's original interior. Mrs. Douglas, as a member of the exhibits committee, has gone all around the countryside asking for and getting pledges of either donations or intentions to loan antique furniture, china and crockery, farm implements etc. She herself has donated a settee from the growing collection of Canadiana which graces the old graystone farm house the Douglas' moved into in 1960. (They had scoured the triangular area from Kingston to Montreal to Ottawa in the years prior to Col. Douglas's retirement searching for such a farm house until they found what they wanted overlooking the Rideau River near Merrickville.)

Merrickville's efforts and those of the Department of Transport have resulted in the preservation of an important era in the history of the Rideau Canal and the National Capital area. The blockhouse has a new lease on life—130 years after it was built—representing the very thing it was intended to be.

New Lock at Swift Rapids



Above: The D.O.T. canals division cruiser "Rideau", carrying Defence Minister Paul Hellyer and other officials at the opening of Swift Rapids lock, is seen after being lowered through the lock following the ceremony. Behind are other yachts carrying members of the official party. Some of the hundreds of Orillia district yachtsmen and cottagers who attended the affair can be seen on top of the \$2,000,000-plus lock.

Right: Defence Minister Paul Hellyer addressed the crowd during the ceremony in which the \$2,000,000-plus lock on the Severn River was officially opened. At left is Deputy Transport Minister John Baldwin and others visible are, from left, Dr. P. B. Rynard, M.P., of Orillia; D. A. H. Farmer of Ottawa, master of ceremonies; Hon. Leslie Frost, Rt. Rev. Msgr. J. K. Lee and Ingo Petersen, president, Orillia Chamber of Commerce. Hidden from the camera's view are Rev. P. C. Lewis, Mayor Isabel Post of Orillia, J. A. Addison, M.P., and W. D. Bennett, superintending engineer, Trent Canal.

Yachtsmen of the Lake Simcoe-Severn River section of the Trent Canal system turned out in hundreds for the official opening on August 21 of the department's new lock at Swift Rapids, on the Severn.

Officiating at the event was Defence Minister Paul Hellyer, who was introduced by Deputy Minister John Baldwin. Mr. Hellyer pulled the switch that opened the lock admitting three yachts aboard which the official party was taken down through the lock to symbolize its formal entry into service. Following the ceremony the official group made the scenic boat trip back to Sparrow Lake where refreshments were served.

Speakers included Mayor Isabel Post of Orillia, who expressed the community's satisfaction at the completion of the lock. She referred to the "bottleneck" that still existed six miles downstream at Big Chute, where the one marine railway on the Trent system still prevents big yachts from travelling through the entire system.

Hon. Mr. Hellyer said construction of a conventional lock at Big Chute was being held in abeyance while the question of whether or not such a lock would let sea lampreys into the Trent system was thoroughly investigated.

Hon. Leslie Frost, a native of Orillia, and Ingo Petersen, president of the Orillia and district Chamber of Commerce, were also speakers. D. A. H. Farmer, chief, canals division, was master of ceremonies. Rev. P. C. Lewis and Rt. Rev. Msgr. F. K. Lee of Orillia participated in the program. Others on the platform were W. D. Bennett, superintending engineer, Trent Canal; Dr. P. B. Rynard, M.P., Simcoe East, and J. A. Addison, M.P., York North.





E. Winsor



D. R. Hemming



D. A. H. Farmer



C. Delisle

New Appointments

Eric Winsor

The appointment of Eric Winsor, 51, as director of the newly-created airports and field operations branch of air services was announced in August. In his new position Mr. Winsor, formerly chief, administrative services, will advise the assistant deputy minister of air services on the operation, maintenance and management of airport properties throughout the country.

A native of Wesleyville, Newfoundland, Mr. Winsor attended Prince of Wales College and Memorial University at St. John's, Newfoundland, and Queen's University, Kingston, Ontario. He was employed by the engineering firm of Fraser Brace from 1937 to 1941 and by Atlas Construction Company for the next four years. In 1945 he joined the civil aviation division of the Newfoundland government as business manager at Gander Airport. He continued in that capacity with the Department of Transport after Newfoundland's confederacy with Canada and, in 1951, was appointed airport manager.

Mr. Winsor came to Ottawa in 1956 to fill the then newly-created position of chief of administrative services. In recent months he has been responsible for directing the department's financial management implementation team, set up as a result of a Glassco Commission recommendation, and will continue to direct this work until its completion.

D. R. Hemming

Dennis R. Hemming was promoted to chief of the research and programming division of civil aviation in August.

A native of Dartmouth, N.S. Mr. Hemming has been a member of the research and programming division since 1961.

Mr. Hemming was a coastal command pilot flying Sunderlands on anti-submarine patrol during the war. In 1945 he enrolled at the University of New Brunswick, graduating with a BSc degree in 1949. He spent the next two years with the Department of Resources and Development in Ottawa in a research capacity.

From 1951-1961 he served with the RCAF as a construction engineer officer and pilot. Before joining the Department of Transport in 1961 he was project engineer for the construction of the Canadian Bomarc Missile bases.

He joined the department as an operational research officer and in January 1965 was appointed superintendent of master plans section.

D. A. H. Farmer

The promotion of Donald A. H. Farmer to the position of chief, canals division, of the marine works branch, was made in June.

Mr. Farmer fills the vacancy created by the transfer of J. N. Ballinger from the canals division post to the position of chief, aids to navigation, which is also in the marine works branch.

Mr. Farmer, 41, is a native of Owen Sound, Ontario. In 1945 he graduated in electrical engineering from Queen's University and spent the next six years with Canadian Westinghouse Company Limited. He joined the Department of Transport in 1951 and was stationed for a time with the Welland Canal staff as electrical engineer.

In April, 1954, he was transferred to headquarters at Ottawa and, when the canals division was reorganized in 1958 and part of its functions were transferred to the St. Lawrence Seaway Authority, he was named superintendent of construction and maintenance of the division.

In 1963 he became superintending engineer of the Trent Canal System on a reciprocal exchange basis and made his home in Peterborough. W. D. Bennett, who came to Ottawa at that time under the exchange arrangement, has returned to Peterborough as superintending engineer of the Trent system.

Charles Delisle

The appointment of Charles Delisle as regional controller of civil aviation at Montreal was made recently.

A native of Montreal, Mr. Delisle attended college at Mont Laurier, Quebec, and Laval University, graduating with a Bachelor of Arts degree in 1940.

During the Second World War he was a pilot in the R.C.A.F. and served with bomber command in England and North Africa. At the end of 1943, having completed 54 raids over Europe, he was awarded the DFC.

Returning to civilian life Mr. Delisle flew with Rimouski Air Lines (Quebecair Ltd.) until 1949 when he joined the Department of Transport as airport manager at Mont Joli, Quebec. In 1953 he was promoted to an airways inspector's position in the Montreal region. Five years later he became regional superintendent of airports in the same region.

Retirements

F. T. Collins

Frank T. Collins retired at the end of June after 46 years of government service. His lengthy career, which began as a stenographer, was highlighted by four Royal Tours and association with every Minister of Transport since the department was created in 1936.

Mr. Collins, a native of England, settled in Ottawa with his family and received his education at local schools. In 1917 he joined the Soldiers Civil Re-establishment Department, forerunner to the Department of Veterans Affairs, as a stenographer in the office of the Minister, Sir James Loughheed. He remained with that department until 1928 when he left the government service to become associated with the Newsprint Institute of Canada in Montreal.

In 1930 Mr. Collins rejoined the government as a private secretary in the Department of Railways and Canals. In 1936, when the Department of Transport was created, he became chief clerk in the office of the deputy minister. He was appointed secretary of the department in 1946 and held the position until his recent retirement.

During the 1939 visit of Their Majesties, King George VI and Queen Elizabeth, to Canada Mr. Collins was connected with the sub-committee on transportation and accompanied the Royal Tour across Canada. In 1952 he represented the department when Princess Elizabeth and Prince Phillip visited Canada and, in 1959, when she returned as Queen, he was chairman of the transportation and accommodation sub-committee of the Royal Tour Committee and again travelled with the Royal Party across Canada. He performed similar duties during the 1958 visit of H.R.H. Princess Margaret. Mr. Collins' duties as departmental secretary also took him to Britain in 1953 for the Coronation of Queen Elizabeth. He was aboard the CCGS d'Iberville, which took part in the naval review immediately following the Coronation.

Mr. Collins served in the reserve army from 1942 to 1948. As adjutant of the Cameron Highlanders of Ottawa, he attained the rank of Captain prior to retiring. Mr. and Mrs. Collins plan to remain in Ottawa, but to enjoy travelling when and where they please.

"It will be nice to make arrangements for ourselves", says the retired departmental secretary, "after having looked after the travel arrangements for so many others for so long."



H. R. Newcombe

Harold R. Newcombe, superintendent, radio authorization and enforcement, retired at the end of June after 37 years of government service.

Born at Yarmouth, N.S. in 1905, Mr. Newcombe moved to Simcoe, Ontario with his family and attended elementary and high school there. In 1928 he joined the old Department of Marine and Fisheries as a junior radio operator and was assigned to duty on the East Coast and in the Hudson Straits area. During the summer of 1929 he served aboard the Montcalm on the famed Hudson Straits expedition.

Mr. Newcombe was promoted to senior radio operator in 1930 and six years later was assigned to headquarters as an acting radio inspector. The following year he

was promoted to radio inspector and remained as such throughout the war, carrying out progressively more responsible positions. In 1954 he became a technical officer and in 1958 was promoted to superintendent, radio authorization and enforcement.

Mr. Newcombe looks forward to enjoying the days of retirement ahead with his wife and two daughters, Irene, 21, and Marilyn, 19.

J. H. Kay

Joseph Henry Kay retired early in July after 24 years of D.O.T. service. He had been controller of steamship inspection for the department since 1962.

Born and educated at Birkenhead, England, Mr. Kay served his apprenticeship as a marine engineer and then sailed for nine years as engineer officer aboard British merchant marine vessels.

Mr. Kay joined the Department of Transport in July, 1941 as a steamship inspector at Toronto. In 1952 he was promoted to senior steamship inspector. In 1955 he was transferred to Ottawa as principal inspector of machinery and was then promoted to controller of steamship inspection in 1962.



Above right: Mr. and Mrs. F. T. Collins

Above left: Controller of Radio Regulations W. A. Caton, Mr. and Mrs. Newcombe and Mrs. Pauline Fisher, formerly secretary to Mr. Caton.

Left: Assistant Deputy Minister, Marine, G. R. Stead, Mr. and Mrs. Kay, R. R. MacGillivray, director, marine regulations.

D.O.T. makes Awards to Ships' Weather Observers

For the past 17 years the meteorological branch has presented book awards to certain merchant and Canadian Government vessels for excellence in their voluntary work of making weather reports during voyages on the high seas, Canadian coastal waters and the Great Lakes.

Most maritime nations of the world enlist the aid of merchant vessels in obtaining weather data from the oceans. Indeed it is from the reports of these ships that most of man's knowledge of oceanic weather has been acquired. Out of a world total of about 4,000 ships, Canada has 122 ships which report weather conditions regularly for our benefit, and that of any other country which may receive their reports.

Four times a day, at fixed hours, the ships' officers take a few minutes out from their regular shipboard duties to record pressure, temperature, wind, humidity, clouds, visibility, waves, and several other aspects of the weather prevailing at the time. They transform all this information into a condensed code which is known the world over, and hand the report to the ship's radio officer who transmits it to the nearest coast radio station, which in turn relays it to the meteorological service of the country concerned. This message, together with hundreds of others, is used immediately by meteorologists ashore to prepare forecasts for the mariners themselves, for aviation, the general public, and numerous other agencies.

Since this work is, by tradition, voluntary, the meteorological branch presents these "Excellent Awards" annually to ships whose weather reports for the past year were of excellent standard in regard to both quantity and accuracy. The awards are a small tangible token of the branch's gratitude for work well done on its behalf.

This year the branch presented 55 awards to the captains and officers of 38 merchant and Government ships. The awards are always books of general interest to seamen. This year's selection was "Oceans—A Pictorial History of Man's Explanation of the Deep."



Dr. P. D. McTaggart-Cowan, centre, receives Patterson medal from J. R. H. Noble, director, meteorological branch. Applauding at left is Dr. Andrew Thomson, this year's other recipient of the coveted award.

Awarded Patterson Medal

Dr. Andrew Thomson and Dr. Patrick D. McTaggart-Cowan were honoured on June 8 by the presentation of Patterson Medals made at a luncheon of the Royal Meteorological Society (Canadian Branch) held at the Faculty Club of the University of British Columbia. The occasion was unique in that both recipients are former directors of the department's meteorological branch and the presentation was made by the present director, J. R. H. Noble.

The Patterson Medal award, established in honor of the late Dr. John Patterson on the occasion of his retirement as director of the Department of Transport's meteorological branch in 1946, is given for sustained contributions to Canadian meteorology over a period of years or for a single outstanding contribution by a Canadian to the advancement of the science.

Andrew Thomson, D.Sc., M.A., O.B.E., a native of Dobbington, Ontario, was director of the meteorological branch from 1946 to 1959. Prior to joining the branch in 1932, Dr. Thomson had been associated with Thomas A. Edison in research during World War I. He played a leading role in a number of scientific expeditions, served as director of the famous Apia Observatory in Samoa and as aerologist in New Zealand. Dr. Thomson was made an officer of the Order of the British Empire in 1946, awarded the Gold Medal of the Professional Institute of the Public Service of Canada in 1952 and received the Honorary Degree of Doctor of Science from McGill University in 1958. The citation accompanying the Patterson Medal award noted his outstanding contributions to Canadian meteorology

for more than 25 years and emphasized his leadership in forging a link between the universities and the government service, and his service to international meteorology through his lengthy membership on the Executive Council of the World Meteorological Organization.

Patrick Duncan McTaggart-Cowan, D. Sc., M. B. E., a native of Scotland, came to Canada as a youth and graduated from the University of British Columbia in 1933. He attended Oxford University as a Rhodes Scholar and received an honors degree in Natural Sciences in 1936. Dr. McTaggart-Cowan joined Canada's weather service in 1936 and was appointed director in 1959. He resigned in early 1964 to accept his present position as President of Simon Fraser University at Burnaby, B.C. He was made a Member of the Order of the British Empire in 1946 and in 1959 received the Robert M. Losey Award from the Institute of Aeronautical Sciences in recognition of his outstanding contributions to the science of meteorology as applied to aeronautics. In 1961 his alma mater conferred upon him the honorary degree of Doctor of Science.

The citation accompanying the Patterson Medal award to Dr. McTaggart-Cowan noted his sustained contributions to Canadian meteorology and emphasized his role in the development of meteorological services for trans-Atlantic aviation and in international meteorology, his leadership in the development of meteorological services, and his encouragement of meteorological research within the government service and at Canadian universities.

Dateline--Across Canada



Ottawa—A new Alouette III helicopter, for use by the Canadian Coast Guard and in other marine services work, is one of the department's latest acquisitions in the realm of aviation. It was accepted from the manufacturers, Sud-Aviation S. A. of France, during a ceremony at Ottawa International Airport and was put into service aboard the Eastern Arctic Patrol ship CCGS "C. D. Howe".

The helicopter will carry a pilot and six passengers. It is turbine powered with a Turbomeca Artouste IIIB engine developing 870 horsepower. Equipped with floats and a full load it has a cruising range of 350 nautical miles, or three hours and 15 minutes flying time. It has a maximum speed of 113 knots and an average cruising speed of 195 knots. On short hauls it can carry up to 1,600 pounds of freight.

The machine has a rescue hoist and is

suitable for both general ship-to-shore work and search and rescue operations. When not used in Arctic operations it can be used for other ship-based work such as lighthouse supply duty at points where beach landings are not practical, and for aerial ice reconnaissance.

Edmonton—When S. A. Shatford, a radio inspector at Edmonton, was clearing papers out of his desk prior to his retirement, he came across an interesting letter, dated 1916. It was among papers which had belonged to his father, a former mayor of Vernon, B.C., and was written by the mayor of Vancouver. It read:—

Dear Mayor Shatford:—

This letter will be presented to you by Captain E. C. Hoy, C.F.C., who is making the first attempt to cross the Province of British Columbia to the

adjoining Province of Alberta by air transport.

A successful flight over the Cascade, Selkirk and Rocky Mountain Ranges, within the time limit set for the event, will go far to prove the stability and practical worth of aerial navigation and greatly assist in the establishing of the much desired closer union between our Coast cities and the centres of population in the progressive interior and Eastern portions of the Province.

I know you will give a fitting welcome to Captain Hoy on this memorable occasion.

*Yours truly,
R. H. GALE
Mayor.*

The envelope bore the postal cachet "1st B.C.-Alberta Aerial Post."

Toronto—The first two-year course for the Master's degree in meteorology at the University of Toronto ended this spring with nine graduates. Seven are employed by the meteorological branch, one has transferred to the Department of Agriculture and one has since resigned from D.O.T.

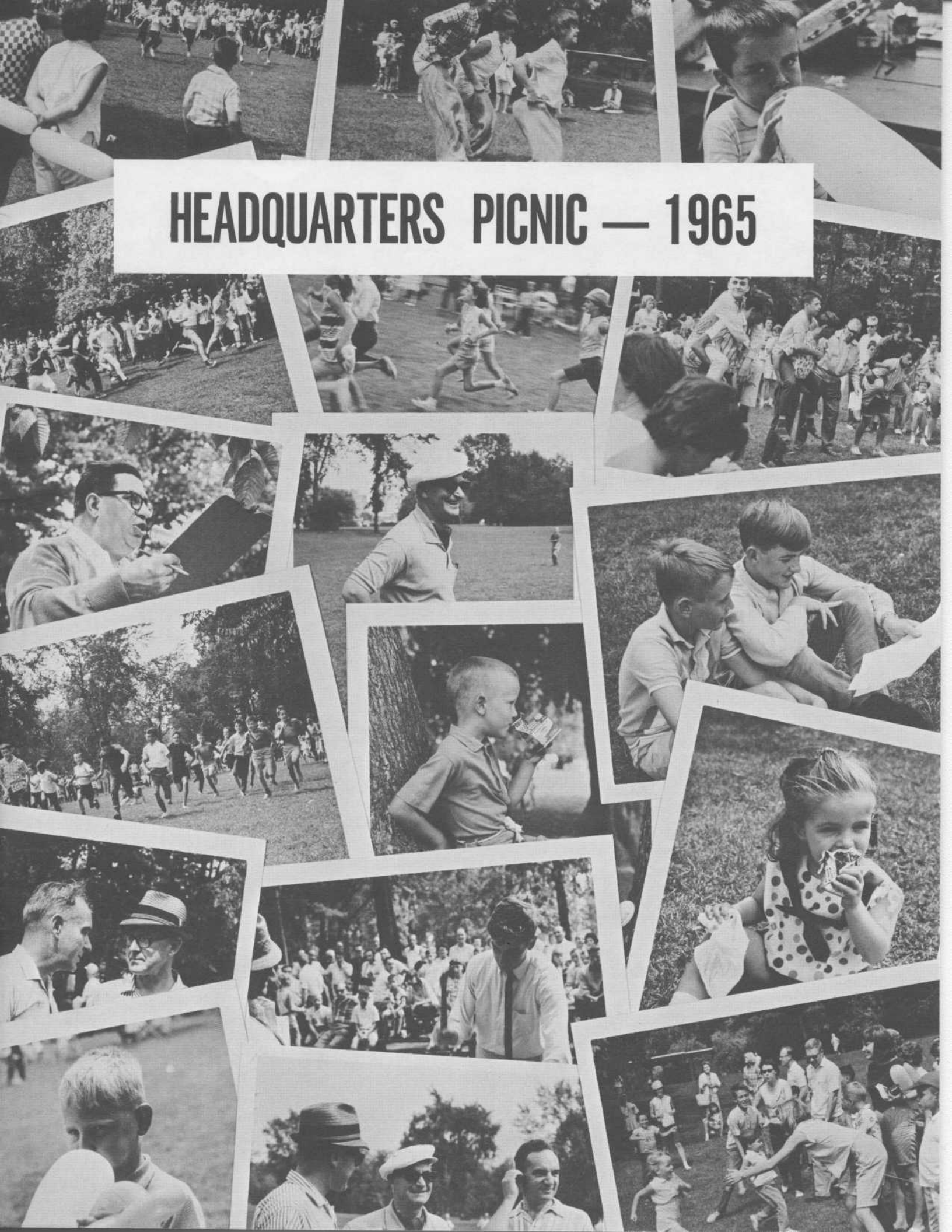
Inaugurated at the University of Toronto in 1963 the course allows more time for research and thesis work as well as for advanced courses in specialized fields. The first year is an academic year followed by two months of "Advanced Forecasting Training" by the meteorological branch. The second year is devoted primarily to research studies and thesis but it includes advanced courses in selected specialized fields such as hydrometeorology, micro-meteorology, numerical weather prediction and cloud physics.

Meteorological branch training staff participate in lecturing, laboratory instruction and research and thesis supervision.

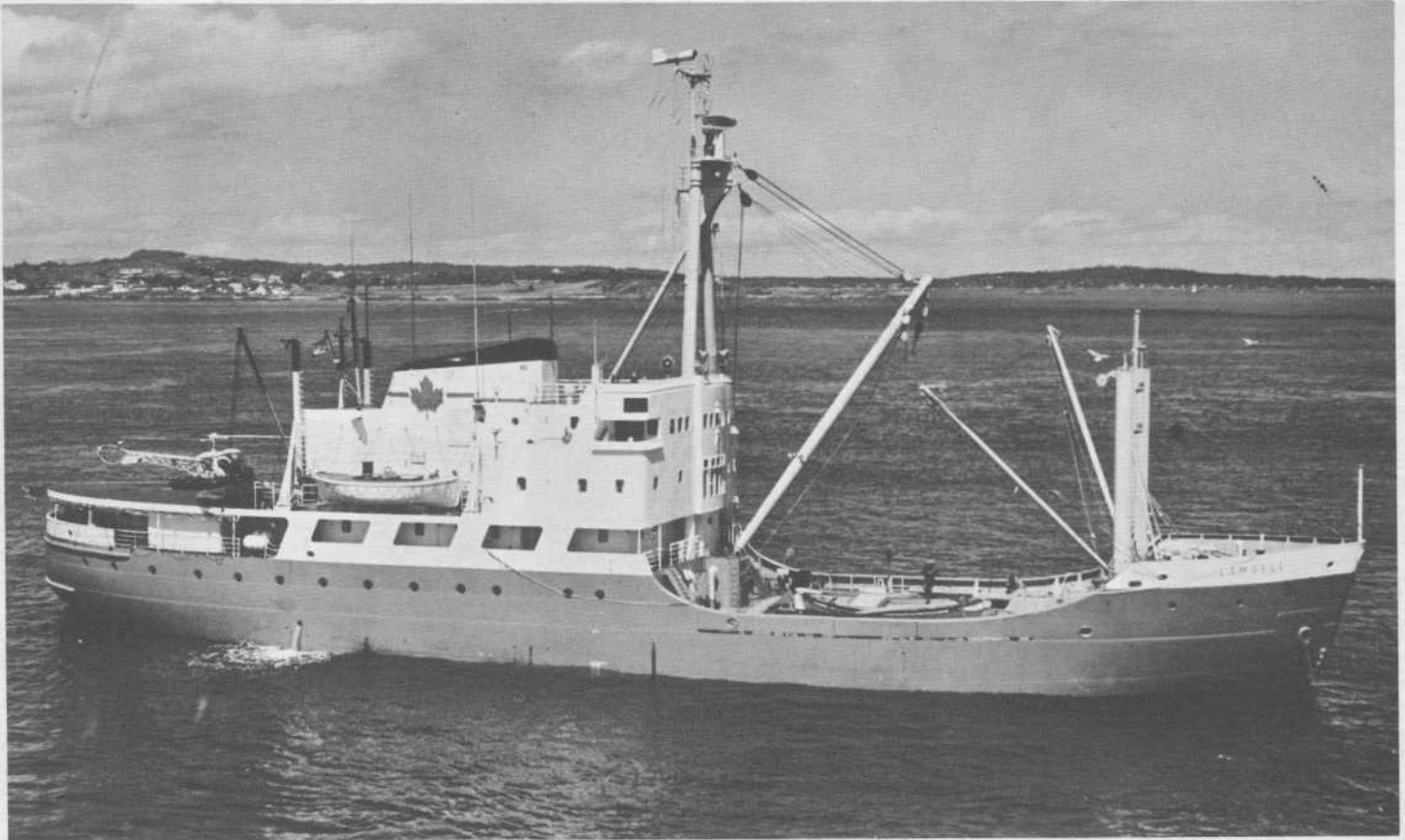
Recent Suggestion Award Winners

| NAME | POSITION | LOCATION | AMOUNT |
|----------------------|------------------------|-----------------------|--------|
| E. G. Begin | clerk | Parry Sound, Ont. | \$10 |
| R. H. Blanchette | accountant | Winnipeg | \$10 |
| Mrs. Shirley Chapman | stenographer | Ottawa | \$10 |
| W. J. Charters | clerk | Ottawa | \$10 |
| A. H. Cooke | radio operator | Sandspit, B.C. | \$20 |
| Arthur Emery | draftsman | Ottawa | \$10 |
| Gerald G. Gray | storeman | Winnipeg | \$10 |
| F/L E. D. Hoepfner | meteorological officer | No. 4 Wing RCAF | \$10 |
| J. M. MacDonald | supervisory clerk | Charlottetown, P.E.I. | \$30 |
| Gordon E. Miller | radio operator | Fredericton, N.B. | \$30 |
| John Milnes | radio inspector | Kingston, Ont. | \$30 |
| Edouard J. Pitre | clerk | Moncton, N.B. | \$15 |

HEADQUARTERS PICNIC — 1965



Canadian Coast Guard ALBUM



CCGS "Camsell", the only Canadian Coast Guard icebreaker based on the West Coast, was completed in October, 1959, at the yard of Burrard Dry Dock Company, Vancouver, B.C. She is attached to the Victoria District Marine Agency and each year makes a four-months-long trip around Alaska to support Arctic supply operations along Canada's northwest Arctic coast as far east as Spence Bay on Boothia Peninsula. When not thus occupied, she performs lighthouse supply and buoy tending duties in her home waters.

CCGS CAMSELL

LENGTH: 223 feet, seven inches.

BREADTH: 48 feet.

DRAFT: 16 feet.

POWER: Diesel-electric; Fairbanks-Morse diesels; Canadian Westinghouse generators and propulsion motors; 4,250 shaft horsepower.

GROSS TONNAGE: 2,022.